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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

1969 ANNUAL REPORT

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FOREWORD

The Board of Directors of the MBTA transmits herewith the Fifth Annual Report of the Authority as prepared under the direction of its General Manager, Leo J. Cusick. It does so at a time when major changes in transportation policy improved at national, state and regional levels, and when developments in the next few years will have a critical impact on our operations.

Specifically, within the next 12 months, the MBTA expects to:

- open the rapid transit extension to the South Shore
- acquire 100 modern, air-conditioned buses
- equip the existing 92 Red Line rapid transit cars with cab-signalling for automatic operation
- complete modernization of the following stations:

Orient Heights	Haymarket Green
Maverick	Copley
Columbia	Kenmore
Fields Corner	Prudential

It is also hopeful that its legislative recommendations for an additional $300 million in bonding authority will be favorably considered by the General Court to assure that the Commonwealth can take full advantage of major increases in Federal Aid that are expected.

Nevertheless, while the Board looks to the continued expansion and improvement of the system, it places first priority on the efficient discharge of operating responsibilities. It supports the General Manager in his continuing efforts to improve the dependability, courtesy and convenience of service; to eliminate the deficiencies that generations of deferred maintenance have caused; and to assure the highest possible standards of safety. We expect tangible evidence of this progress within the year.

Finally, the Board is acutely conscious of the costs which are direct and more apparent than the benefits, many of which are indirect, which the system imparts to the cities and towns it serves. It will continue its efforts to achieve increased efficiency and economy in its operations but expects the support of its Advisory Board and the Legislature in the equitable allocations of costs of service among users, its constituent communities and the Commonwealth.

At a time when the nation is rethinking its transportation strategies, the Board is alert to the need and confident of its ability to provide the Greater Boston region with an effective transit system, and to make an essential contribution to the economic well-being and development of the region and the state of which it is an integral part.

In turn, the Board looks to the civic, economic and political leadership which created it to reach a conclusion and provide the financing necessary to carry out its over-all transportation plans.

GENERAL MANAGER
Leo J. Cusick

BOARD OF DIRECTORS

Dr. Robert C. Wood, Chairman

William J. Fitzgerald

Forrest I. Neal, Jr.

Richard D. Buck

Francis B. Gummere

Charles C. Cabot

In October of 1969 Judge Charles C. Cabot resigned as Chairman of the Board of Directors. Governor Francis W. Sargent appointed Dr. Robert C. Wood to the position filling the unexpired term which ends in March of 1972. In September of 1969 the Governor appointed Francis B. Gummere to replace Robert P. Springer, one of the original members of the Board whose term had expired in March of 1969. Mr. Gummere's term expires in March of 1974.

Robert P. Springer

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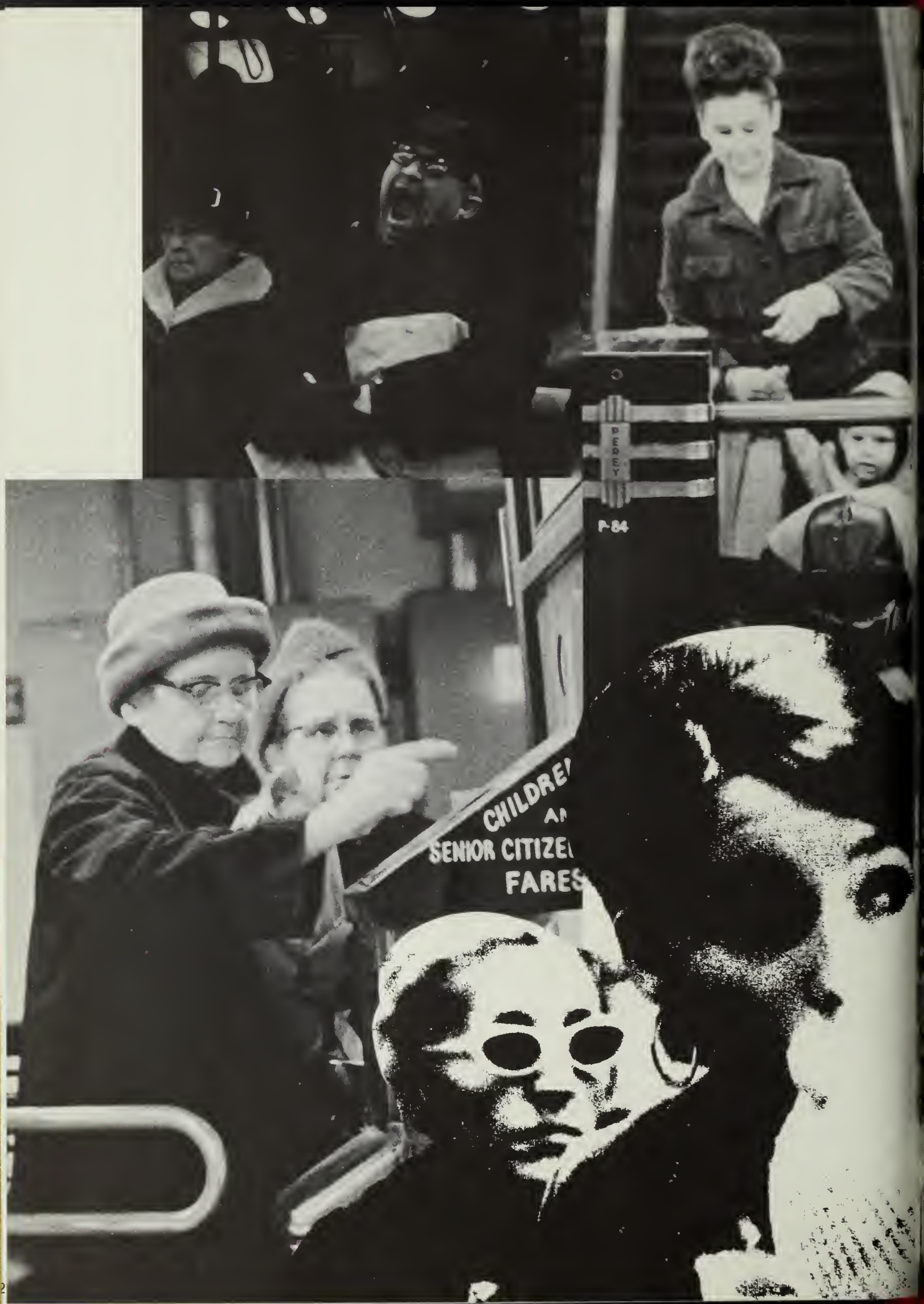
1969 STATISTICS

Population of 79 Communities in M.B.T.A. District (Latest Commonwealth Census — 1965)	2,614,522
Number of Motor Vehicles Registered in M.B.T.A. District	1,373,195
Trackless Trolleys	58
Streetcars	343
Rapid Transit Cars	375
Buses	1,113
Number of Rapid Transit Routes	3
Number of Trackless Trolley Routes	4
Number of Streetcar Routes	5
Number of Bus Routes	201
Rapid Transit Stations	48
Single Track Rapid Transit Train Mileage	64.3
Single Track Streetcar Mileage	86.7
Weekly Vehicle Trips Operated	84,728
Weekly Vehicle Miles Operated	876,116
Proposed Rapid Transit Extensions (miles)	45.3
Daily Passenger Load (approx.)	621,000
Annual Passenger Load (approx.)	194,000,000
Employees (Nov. 30, 1969)	6,517
Bargaining Units	27
Boston Elevated Railway Company (Chartered)	1894
Public Control Act (By Legislation)	1918
Metropolitan Transit Authority - MTA (By Legislation)	1947
Massachusetts Bay Transportation Authority - M.B.T.A. (By Legislation)	1964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FIFTH ANNUAL REPORT 1969

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

TO:
His Excellency the Governor,
Advisory Board to the Massachusetts Bay Transportation Authority, and
The General Court

In accordance with the requirements of Section 5 (h) of Chapter 161A of the General Laws, as modified by Chapter 650 of the Acts of 1965, the Directors of the Massachusetts Bay Transportation Authority herewith render the fifth report of the Authority which covers the results of operations for the fiscal period November 1, 1968, through November 30, 1969.

SUMMARY OF THE NET COST OF SERVICE FROM NOVEMBER 1, 1968 THROUGH NOVEMBER 30, 1969

Total income for the period was $70,838,926.32. Total expenses for the period were $115,227,465.15. This total includes various fixed charges and the sum of $79,017,414.15 for wages and fringe benefits.

The difference between total income and total expenses is $44,388,538.83 and represents the cost of service in excess of income for the thirteen month fiscal period.

This figure, less state financial contract assistance of $12,409,266.07, fuel tax reimbursement of $370,997.00, reimbursement from outside communities of $282,491.69, and an unreimbursed deficit relating to depreciation in the amount of $556,342.00 brings the net assessable cost of service for the 79 communities of the Authority district to $30,769,442.07.

In addition to the net cost of service, there are three other items which must be considered by the 79 cities and towns in their 1970 account settlement with the Commonwealth of Massachusetts. These are illustrated by the following table:

Net Cost of Service	$30,769,442.07
Interest Charged by State Treasurer on Temporary Borrowings (Estimated)	$ 1,861,900.00
Expenses of Boston Metropolitan District	$ 16,000.00
TOTAL	$32,647,342.07
Less Pupils' Reimbursement Chapter 71, Section 7B (Estimated)	$ 960,000.00
NET COST TO COMMUNITIES	$31,687,342.07

The following table illustrates the Authority's net cost of service including all elements of cost for the fiscal operation and the apportionment of these costs by express and local service according to the formulae contained in the legislation establishing the Authority.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

STATEMENT OF NET COST OF SERVICE — LOSS — BY EXPRESS AND LOCAL

FISCAL PERIOD NOVEMBER 1, 1968 TO NOVEMBER 30, 1969

	Express Service	Local Service	Total
Income:			
Revenue from Transportation	$30,806,249.16	$32,481,003.54	$63,287,252.70
Revenue from Other Rwy. Operations	690,830.78	233,900.56	924,731.34
Non-Operating Income	4,263,124.93	2,363,817.35	6,626,942.28
TOTAL INCOME	**35,760,204.87**	**35,078,721.45**	**70,838,926.32**
Operating Wages and Fringe Benefits:			
Wages	27,347,882.24	37,363,602.88	64,711,485.12
M.B.T.A. Pensions	3,185,948.70	4,231,486.50	7,417,435.20
Social Security Taxes	1,040,257.90	1,323,964.60	2,364,222.50
Workmen's Compensation	311,712.96	424,738.30	736,451.26
Accident and Sickness Insurance	187,533.80	238,679.39	426,213.19
Group Life Insurance	241,614.23	307,509.03	549,123.26
Blue Cross-Blue Shield	1,125,125.06	1,424,208.15	2,549,333.21
Unemployment Insurance	4,965.40	6,319.60	11,285.00
Uniform and Work Clothes	94,726.37	157,139.04	251,865.41
TOTAL OPERATING WAGES AND FRINGE BENEFITS	**33,539,766.66**	**45,477,647.49**	**79,017,414.15**
Material and Other Items	3,028,079.14	3,853,918.90	6,881,998.04
Injuries and Damages	345,624.20	1,920,930.05	2,266,554.25
Depreciation	(17,547.00)	573,889.00	556,342.00
Interest on Unfunded Debt	111,282.20	1,478,463.46	1,589,745.66
Fuel	913,317.24	1,138,450.13	2,051,767.37
Taxes (Other than included above)	32,063.06	562,499.97	594,563.03
Railroad Commuter Subsidy	5,445,198.17	—	5,445,198.17
Middlesex & Boston Subsidy	—	797,737.96	797,737.96
Rapid Transit Inc. Subsidy	—	81,174.79	81,174.79
TOTAL OPERATING EXPENSES AND TAXES	**43,397,783.67**	**55,884,711.75**	**99,282,495.42**
Fixed Charges:			
Interest on Funded Debt (M.T.A.)	3,010,919.45	1,113,627.77	4,124,547.22
Interest on Funded Debt (M.B.T.A.)	4,047,847.13	333,443.29	4,381,290.42
Payment on Funded Debt (M.T.A.)	2,282,535.12	1 721,912.41	4,004,447.53
Payment on Funded Debt (M.B.T.A.)	2,575,000.00	448,279.08	3,023,279.08
Cambridge Subway Rental	388,314.90	—	388,314.90
Miscellaneous Debits	9,667.62	3,575.70	13,243.32
Bank Service Charges (M.B.T.A.)	9,026.45	820.81	9,847.26
TOTAL FIXED CHARGES	**12,323,310.67**	**3,621,659.06**	**15,944,969.73**
TOTAL CURRENT EXPENSES	**55,721,094.34**	**59,506,370.81**	**115,227,465.15**
COST OF SERVICE IN EXCESS OF INCOME	**19,960,889.47**	**24,427,649.36**	**44,388,538.83**
Less:			
State Fin. Contract Assistance — M.T.A.	3,250,000.00	—	3,250,000.00
State Fin. Contract Assistance — M.B.T.A.	4,224,490.32	303,604.69	4,528,095.01
Gas & Diesel Taxes Reimbursable	—	370,997.00	370,997.00
State Financial Contract Assistance on Railroad Subsidy	4,631,171.06	—	4,631,171.06
Reimbursement from Outside Communities	—	282,491.69	282,491.69
TOTAL CONTRACT ASSISTANCE AND ADJUSTMENTS	**12,105,661.38**	**957,093.38**	**13,062,754.76**
NET COST OF SERVICE — LOSS	**7,855,228.09**	**23,470,555.98**	**31,325,784.07**
LESS — UNREIMBURSED DEFICIT	**(17,547.00)**	**573,889.00**	**556,342.00**
NET ASSESSABLE COST OF SERVICE	**$ 7,872,775.09**	**$22,896,666.98**	**$30,769,442.07**

Often the line in any annual report that attracts the most attention is the line reading "Net Cost of Service — Loss." While commonly referred to as the deficit, it is more accurately exactly what that line indicates — the cost of providing mass transportation services.

That these services do cost money is not endemic to the MBTA, it is epidemic throughout the transit industry. And has been for a number of years. It is pertinent to offer a brief prose explanation of the factors causing this loss to supplement the preceding figures.

Simplistically, one could explain this by paraphrasing Mr. Micawber's plaint from Dickens' David Copperfield: Annual income $70,838,926.32, annual expenditure $115,227,465.15 less State Assistance, result a deficit — but things are never that simple.

Certain common causes contribute to the cost of service; causes that affect all businesses and which are, for the greater part, beyond individual management control. These may be summed up as the inflationary factors afflicting the nation's economy: increasing materials cost, increasing wage and salary costs, increasing fringe benefits costs — (proof of the effect of the last two factors may be seen in the fact that 69% of the MBTA's current expenses is represented by wages and fringe benefits) — and a general continuing increase in the cost of living.

In addition to the national economic picture, the MBTA is faced with certain strictures, certain operating facts of life, that affect, if they do not, indeed, effect our cost of service.

The MBTA inherited from the Metropolitan Transit Authority and the Boston Elevated Railway an outstanding debt of $146,000,000 dating from 1928. In the vital area of labor negotiations the MBTA is confronted with the enormously complex task of dealing with twenty-seven different bargaining units. Only 655 employees out of a total manpower strength of 6,517 are not covered by a labor contract.

Coupled with these internal administrative difficulties is the plain fact that service does cost money. The laws of the Commonwealth require reduced fares for school children through high school and for residents of the MBTA's 79 community district sixty-five years of age or older. Thus more than 125,000 senior citizens and more than 70,000 pupils are served at half the normal adult fare and the Authority is not reimbursed for this loss.

Then too, being a service company, we operate routes that do not make a profit, that do not break even, that lose money. And we must. Our only reason for being is to provide essential public transportation service. And we do.

Explanation is not exculpation and these few paragraphs are not meant as apologia. Rather, the Authority intends that they assist the reader towards a more informed and reasoned appreciation of the problems inherent in operating the fifth largest mass transportation system in the country, towards a better understanding of the cost of service.

COMPREHENSIVE PROGRAM FOR MASS TRANSPORTATION

During the Authority's fifth fiscal period there was one revision to the Master Plan. On October 24, 1969, the Advisory Board to the Massachusetts Bay Transportation Authority approved and authorized the purchase of 100 additional new buses bringing the total authorization for new buses to 400 at an estimated cost of $13,200,000.

In January of 1969 the Authority submitted to the General Court of the Commonwealth and to the Advisory Board a proposed revision of our Program for Mass Transportation. Essentially this was a re-allocation of priorities placing greater emphasis on our existing plant and an updating of cost estimates of the 1966 approved Master Plan.

While the report was invaluable for both the Legislature and Advisory Board in an informational sense, this submission, done as required by Chapter 728 of the Acts of 1968, does not constitute a formal, legal revision to the Comprehensive Plan for Mass Transportation.

ORGANIZATION OF THE AUTHORITY

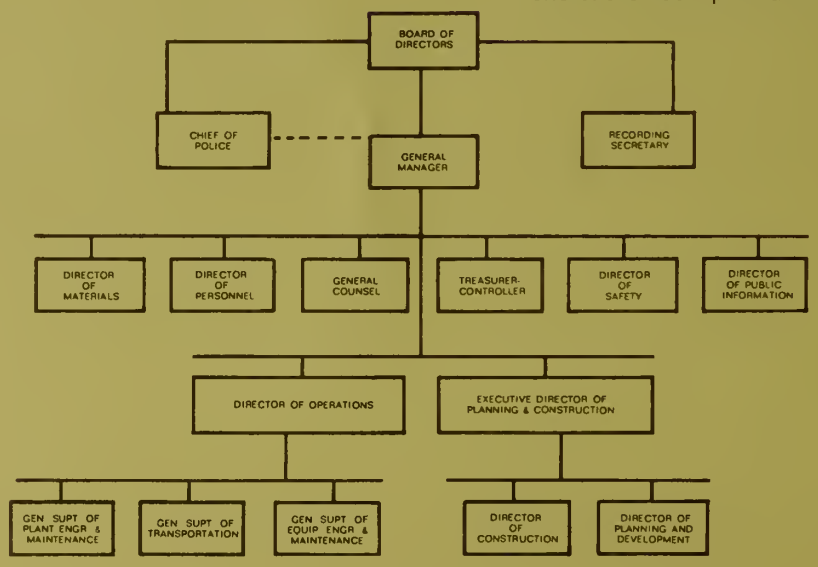
The Authority has continued to review its internal organization and structure to improve administration at all levels.

The Operations Directorate has been enlarged and now includes Transportation, Engineering and Maintenance.

To reduce the span of control within the General Manager's Office, the computer programming function has been returned to the Treasurer-Controller's Office.

An Executive Director of Planning and Construction was named to closely coordinate the planning and construction of the new facilities necessary for the successful expansion of our operation as this new Directorate was created by the merger of the Construction Department and the Department of Planning and Development.

These organizational improvements permitted the elimination of the four positions of liaison officers to the General Manager. The following chart illustrates the main organizational segments at the end of the fiscal period under review.



(--- administrative purposes only)

As requested by the Board of Directors, the General Manager has reviewed the operations of the Authority for the fiscal period November 1, 1968 through November 30, 1969 and herewith submits the following departmental activity reports.

OPERATIONS DIRECTORATE

This is the largest department in the Authority and is unquestionably the busiest in its daily mission of providing transportation to the MBTA district. Under the aegis of Operations fall the Plans and Schedules Department, Private Carrier Operations, Transportation, Station Sanitation, Equipment Engineering and Maintenance, and Plant and Facilities Engineering.

Because of its size and importance, statistics truly reveal the staggering dimensions of this directorate's responsibilities.

Item . . . maintenance and operation of 1,880 revenue vehicles and 120 maintenance and support vehicles.

Item . . . more than 50,000,000 miles of service logged annually.

Item . . . the equivalent in oil of 142,664.65 tons of coal burned during the period under review for power generation.

Item . . . more than 1,700 tons of asphalt and stone ballast installed, more than 3,300 new ties renewed, more than 28,700 feet of rail renewed.

In addition to its daily duties needed to keep existing wheels turning, the Equipment and Engineering Department tested the new South Shore rapid transit cars for acceptance and service, prepared preliminary specifications for new rolling stock for the Haymarket-North rapid transit extension, prepared design specifications for new streetcars to replace our low-level surface car (PCC) fleet, and developed specifications for 100 new buses which have been ordered.

Transportation is the MBTA's business and is the Operations Directorate's reason for being.
Item . . . we provide transportation for more than

60 per cent of the district's school children from elementary through high school age.

Transportation means service and good service means experiment and innovation.

Item . . . school bus service increased in eight communities.

Item . . . Watertown to Downtown Boston express bus service increased 72% and regular evening service inaugurated.

Item . . . buses substituted for streetcars from Watertown to Kenmore improving the speed, safety and convenience on the line while reducing operating costs.

Item . . . express bus service started in rush hours from Watertown to Copley Square, Boston.

Item . . . rush hour express bus service from Riverside Station to Downtown Boston started.

Item . . . coordination of overlapping service providing more regular headways on major thoroughfares in Boston, Arlington, Everett, Malden, and Medford.

Item . . . two routes consolidated into single route improving and extending service in Everett and Malden.

Item . . . three routes consolidated into single route improving and extending service in East Boston.

The Private Carrier Operations Department is also service-oriented as it supervises the subsidy arrangements between the MBTA and the Boston and Maine and Penn Central Railroads, and the Middlesex and Boston and Rapid Transit, Inc. bus companies.

During this period the railroad lines provided transportation for 8,547,168 passengers while the bus companies carried 5,623,421 riders.

MATERIALS DEPARTMENT

During this period the Authority continued its phased fleet replacement program by ordering 100 new buses, including spare equipment, at a total cost of $3,572,649.

Forty of the new vehicles were the first ever ordered from the Flxible Company and the remaining sixty will come from General Motors. Delivery of the modern, air-conditioned vehicles is expected to begin shortly after the end of this fiscal period.

The Materials Department entered into a Systems Contract for all Authority office supplies. This eliminates standing inventory enabling a single supplier to deliver supplies as needed to the requisitioning department by the simple medium of a telephone call from Materials to the supplier over a Data-Phone. This type of contract will be extended to cover our electrical, plumbing and hardware needs in the near future.

The department has been developing a method of computerized purchasing which will, in its initial stage, be entered into with General Electric, Westinghouse Electric, WABCO, and General Motors.

SAFETY DEPARTMENT

This department's thrust is tripartite: to promote the cause of accident prevention for the protection of our employees, our passengers, and the public at large. Two examples of the work of our safety people give evidence of the success of their efforts. In both cases chain link fencing was the method used to achieve the desired protection.

On Commonwealth Avenue, one of Boston's main thoroughfares, our streetcars operate on a reservation in the middle of the broad street with frequent crossovers for automotive traffic. In 1968, a fence was erected in the middle of this right-of-way to reduce the potential of pedestrian accidents — particularly possible because of the many college students who short-cut across our tracks. The success of the original installation was such that an almost 100% reduction in this type of accident took place. In 1969 the fencing arrangement was extended further along the avenue and an equally impressive reduction has taken place.

Missiles are a persistent plague to transportation companies. During 1969 fences were erected on several bridges which span the Authority's Riverside Extension. The fencing, coupled with an educational program aimed at youth in the area's communities, has almost eliminated this type of vandalism.

Impressed with the success of this program, the Boston and Maine Railroad sought our assistance in establishing similar community-oriented efforts to reduce missile cases along its right-of-way.

LAW DEPARTMENT

In December of 1968 the Authority filed the following bills with the Massachusetts Legislature:

To amend the law relative to smoking in certain public conveyances and certain transportation facilities; to authorize said MBTA to lease air rights over its transportation facilities; to extend the time within which the MBTA must adopt a revised program for mass transportation; relative to the powers of the MBTA in constructing, extending, modifying or improving mass transportation facilities; relative to the number of guards on rapid transit passenger trains operated by the MBTA; that the MBTA be authorized to enter private land for the purpose of surveys, soundings and drillings; for legislation to make payable to the MBTA certain school transportation allowances; relative to concessions in and leases of property by the MBTA; for repeal of the law prohibiting the MBTA from disposing of or selling its power plants; for legislation to require in-service and supervisory training for MBTA police officers; providing certain penalties for pickpocketing and other illegal acts; increasing the penalty for certain disorderly conduct and behavior; providing for standardization of relocation expense payments in eminent domain; further authorizing the Metropolitan District Commission to sell and convey certain land to the MBTA.

During this period legislation was enacted affecting the Authority by:

Directing it to charge persons sixty-five years of age and older a reduced fare on its rapid transit and surface lines; authorizing the executive office for administration and finance to make further grants to the MBTA for the purpose of providing for the continuation of commuter railroad service to and from the city of Boston until July thirty-first, nineteen hundred and seventy; authorizing the Authority to lease air rights over land held by it in the city of Malden, and to grant to the city of Medford the air rights over its property in the Wellington area of said city; directing the department of public works to participate with the MBTA and the city of Quincy in the reconstruction of the School Street bridge in said city; and further regulating the assessment to the city of Boston of the cost of certain services of the MBTA.

Some of the more important matters requiring extensive negotiations and legal services during this fiscal period were:

Exercise of the Authority's option to acquire the Reading Branch of the Boston and Maine Railroad. (The acquisition price is presently under arbitration between the Authority and the railroad.)

Renewal of subsidy contracts with the Boston and Maine Railroad and Penn Central Transportation Company providing for furnishing of railroad passenger service for the account of the Authority.

Renewal of contracts with cities and towns outside the Authority for continuation of mass transportation services by the Authority.

Preliminary actions and preparation for the proposed purchase of the Dover Street Yards of the Penn Central Transportation Company as a site for maintenance and storage facilities for rapid transit cars of the Authority.

Since the Authority's extension program began, and including action in the period under review, the MBTA has made 215 takings under the eminent domain statute.

During the fifth fiscal period 7,188 new claims and 1,290 new court suits were brought against the MBTA while 5,799 claims and suits were disposed of by settlement or under the statute of limitations.

The Workmen's Compensation Section received 1,653 reports of injuries to employees of which 677 proved compensable.

Authority attorneys actively followed and appeared before various legislative committees on more than 263 bills which were of interest to the Authority, answered calls for trial on 2,712 occasions, appeared on 1,341 motions, and made court appearances in more than 500 other instances such as criminal complaints, conciliation hearings and depositions.

PERSONNEL DEPARTMENT

The Labor Relations Section, after prolonged negotiations, effected new contracts with Division 589, the Boston Carmen's Union; Division 89, the Towermen's Union; Local 105, the American Federation of Technical Engineers; and the Building and Construction Trades Council (13 bargaining units).

Interim agreements were also reached during this period between the Authority and Division 589, Local 105, Local 103—Electrical Workers, and Local 6—Office Workers, on a number of issues.

During the year, negotiations sessions for new labor agreements were conducted with the following unions:

Lodge 264,	Machinists
Local 3,	Firemen and Oilers
Local 6,	Office Workers
Local 651,	Blacksmiths
Local 104,	Electrical Workers
Local 877,	Watch Engineers
Local 717,	Electrical Workers
—	Police Association

The Compensation and Personnel Services Section developed and installed a revised MBTA Management Classification and Compensation Plan for all management employees. This section also procesed 3,168 applications for 475 vacancies posted during the thirteen months and screened 6,644 applications for sick leave benefits.

Statistics also tell the tale in the Employment and Medical Section: 476 new employees hired, 1,523 participants in a competitive examination for Operator and Collector screened, 1,300 applications taken for the next such examination, and 2,115 employees innoculated against influenza.

The main thrust of the Personnel Development Section continued to be educative. And with excellent results. Analysis reveals that 41 per cent of the employees who availed themselves of our education and training programs received promotions during this period.

This section was in charge of an on-the-job training program for operators financed by the United States Department of Labor. It arranged several managerial seminars and designed and coordinated an excellent middle-management training program for Northeastern University which was attended and acclaimed by transit managers from 17 different systems.

The Employee Services Section found itself giving more assistance and counsel to various industrial groups on the problems of alcoholism.

The Authority's concern for the cause of civil rights is reflected in the Personnel Department's revision of traditional hiring practices and an extensive re-evaluation of other personnel procedures during this period.

To increase the opportunities for disadvantaged minority applicants for entry-level jobs with the MBTA, the Employment Office has adopted a more liberal attitude with respect to the evaluation of court records and is examining its recruitment, testing and indoctrination programs.

To further expedite and coordinate this work, the Community Relations function has been transferred to the Personnel Department.

TREASURER-CONTROLLER DEPARTMENT

The two main tasks faced by this department were an increase in fares on Authority lines and a program of registration for senior citizens who became entitled to reduced fares on the system.

The Board of Directors on November 13, 1968 approved the first fare increase in seven years on MBTA lines which went into effect on December 1st of that year. The basic adult fare on surface lines was increased from 10¢ to 20¢ and the basic adult rapid transit fare from 20¢ to 25¢. The so-called suburban routes, those operated by the former Eastern Massachusetts Street Railway Company, were not affected.

At the time of this fare adjustment, tokens, which had been in use on rapid transit lines for more than seventeen years, were discontinued and all station passimeters were converted to accept quarters.

The following tables show our experience with the adjustment:

COMPARISON OF PASSENGER REVENUE

Passenger Revenue 12-1-68 to 11-30-69 (excluding suburban divisions)	$54,495,000.
Passenger Revenue 12-1-67 to 11-30-68	40,783,000.
Improvement in revenue — twelve months	13,712,000.
Estimated improvement	11,200,000.
Gain over estimated improvement	$ 2,512,000.
Per cent of increase a/c fare adjustment	33.62%

COMPARISON OF REVENUE PASSENGERS

Revenue Passengers 12-1-67 to 11-30-68 (excluding suburban divisions)	174,320,500
Revenue Passengers 12-1-68 to 11-30-69 (excluding suburban divisions)	152,520,500
Loss of Revenue Passengers	21,800,000
Estimated loss of Revenue Passengers	28,800,000
Improvement	7,000,000
Per cent of Revenue Passenger loss a/c fare adjustment	12.50%

On July 28, 1969, the Governor signed into law an Act providing a reduced fare on all Authority lines for residents of the MBTA district 65 years of age or older, effective on August 15.

Registration teams were recruited from every department of the Authority, a schedule encompassing visits throughout the 79 city and town area was drawn up, and local civic and elected officials and senior citizens' groups were contacted.

By working day and night six days a week, identification cards bearing a photograph of the individual were issued to more than 66,000 senior citizens between August 1 and August 15.

By the end of this fiscal period more than 110,000 people had been registered and, at a permanent location in our Government Center Station, we continue to average between 150 and 200 new registrations a day. The Public Information Department is now in charge of Senior Citizen Registration.

PLANNING AND CONSTRUCTION DIRECTORATE

This period saw the completion of three major projects by this directorate: preparation of a revision of the Authority's Master Plan and submission to the Legislature along with three proposals for the continuation of railroad commuter service; an award from the Department of Transportation in the amount of $50.8 million for the completion of the Haymarket-North Rapid Transit Extension to the Malden-Melrose line — the largest single grant made to urban mass transportation to date; completion of plans and negotiations enabling the Authority to announce its intention to purchase some 24 acres of land in the Penn Central Railroad's Dover Street Yards in the heart of Boston for a modern rapid transit repair and storage facility. This last accomplishment makes way for erection of the Kennedy Library on the site of the MBTA's Bennett-Eliot Shops in Cambridge.

In the planning sphere:

- The Central Area Systems Study (CASS) project: the bulk of the engineering and traffic analysis work was completed aided by a supplemental grant of $113,254 from DOT bringing the federal share to $556,020.
- The Bus Study Task Force completed the integration of feeder bus service to South Shore and Haymarket-North Extension stations.
- Studies continued on dual powered rapid transit vehicles, automatic vehicle monitoring systems, and core circulation.

In the construction arena 22 bid openings were held and 31 construction contracts awarded bringing the total contracts awarded to $100,400,000 by the end of the period. A precis of project progress follows:

South Shore

Six contracts essentially completed: construction of four substations, crossover structure and modification to Savin Hill Avenue Bridge, grading and drainage in area 2, roadbed and structures in area 3, and removal of timber trestle over the Neponset River. Six new contracts were awarded amounting to $4,307,489.

Haymarket-North

Two major contracts were awarded: one for $9,159,820 for the construction of a bridge over the Mystic River in Somerville and Medford, and one for $11,277,061 for modification to Prison Point Bridge and Cambridge Street Bridge, a viaduct over Boston and Maine Railroad tracks, and two new stations.

Southwest Corridor

Construction of the South Cove Tunnel is on schedule and a completion date of summer 1971 is projected.

Preliminary and final design is under way in the other areas. The unsolved question of embankment vs. depressed design of both I-95 and the MBTA in the median through Roxbury and Jamaica Plain has impeded completion of the final design.

Station Modernization

Major modernization was completed on the fifth and sixth stations in the program as Government Center on the Blue Line and Government Center on the Green Line opened. Construction is under way on the final eight stations to receive complete major treatment. Construction is also under way in part at five station locations ranging from new stairways and escalators to new entrance locations and platform lengthening.

POLICE DEPARTMENT

Created by legislation in the last month of the preceding fiscal period, a new thirty man Police Department began in December of 1968 an intensive training program. The F.B.I., the Metropolitan District Commission Police and the Boston Police Department gave great assistance to our fledgling force. Experts from the fields of law, forensic medicine, sociology, and community relations adressed the group.

The new MBTA Policemen took over the active patrol duties formerly performed by Boston patrolmen since 1966. In April of 1969 the MBTA Patrolmen's Association was recognized as the bargaining agent for the department and in July of 1969 additional patrolmen joined the force bringing the total complement to thirty-seven.

In addition to the daily protective patrolling of the system, the success of which is shown by some 500 arrests in the period under review, the department sponsored an essay contest in the Boston Public Schools in cooperation with the Youth Service Council of the School Department. The winning essay, from thousands submitted by students from grades six through twelve, was deemed timely enough to be used as a radio and television editorial on the subject of student conduct on the MBTA.

PUBLIC INFORMATION DIRECTORATE

Normalcy for this department is involvement. And there is scarcely an event enumerated in the preceding pages that did not involve Public Information.

Departmental activities ranged from providing twenty-four hour telephone coverage during snowstorms to preparing and distributing a new system route map; from promoting the inaugural trip on our new South Shore rapid transit cars to judging thousands of entries in an essay contest in the Boston Public Schools.

Involved daily with the General Manager and the Board of Directors, press conferences were arranged for such major events as the Dover Street Yard purchase and the revision of the Master Plan and the railroad commuter proposals.

Involved daily with the public, more than 4,300 letters of complaint, commendation or suggestion were processed by the Customer Service section and, since assuming full responsibility for the Senior Citizen Registration program in mid-October of 1969, more than 6,500 golden-agers were registered.

From this mixed bag of efforts came a unitary reward. The Authority's message was getting across as the Public Information Department welcomed legislators from Michigan and California, labor leaders from Japan, French transit officials, planners from Indonesia and Japan, a public works official from Gambia, and, from Britain, representatives of Parliament, the London Transport Board, and the British Ministry of Transport.

FINANCIAL STATEMENTS

The balance sheet and statement of long-term debt of the Massachusetts Bay Transportation Authority as of November 30, 1969, and the related statements of revenue and cost of service, unreimbursed cost of service, and source and disposition of funds for the thirteen month period ended November 30, 1969, together with notes relating to these financial statements are appended to this report.

Respectfully submitted,
Board of Directors
Massachusetts Bay Transportation Authority

Robert C. Wood, Chairman

William J. Fitzgerald

Forrest I. Neal, Jr.

Richard D. Buck

Francis B. Gummere

February 27, 1970

ARTHUR ANDERSEN & CO.
BOSTON, MASSACHUSETTS

To the Board of Directors of
Massachusetts Bay Transportation Authority:

We have examined the balance sheet and statement of long-term debt of MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (a political subdivision of the Commonwealth of Massachusetts) as of November 30, 1969, and the related statements of revenue and cost of service, unreimbursed cost of service, and source and disposition of funds for the thirteen month period ended November 30, 1969. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying financial statements present fairly the financial position of the Massachusetts Bay Transportation Authority as of November 30, 1969, and the results of its operations and the source and disposition of funds for the thirteen month period ended November 30, 1969, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Arthur Andersen & Co.

Boston, Massachusetts,
February 7, 1970.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
BALANCE SHEET — NOVEMBER 30, 1969

ASSETS

TRANSPORTATION PROPERTY, at cost:		
Transportation property in service	$216,059,100	
Construction in progress	82,570,846	
	$298,629,946	
Less - Reserve for depreciation (Note 7)	90,132,464	$208,497,482
SPECIAL FUNDS, cash, Certificates of Deposit and U. S. Government Securities, at cost:		
Construction funds, held by the bond fiscal agent	$ 38,160,208	
Other construction funds	2,711,653	
Funds received for relocation of facilities (Note 3)	7,428,512	
Federal grants (Note 8)	2,079	
Other special funds	459,598	48,762,050
CURRENT ASSETS:		
Cash	$ 7,395,632	
Certificates of Deposit and U.S. Government Securities, at cost	44,953,582	
Accounts receivable —		
Commonwealth of Massachusetts	5,489,913	
Other	3,522,618	
Materials and supplies, at average cost	2,482,298	
Prepaid expenses	372,389	64,216,432
DEFERRED CHARGES:		
Unamortized expansion and modernization costs (Note 1)	$ 9,144,900	
Other	1,503,906	10,648,806
		$332,124,770

LIABILITIES

LONG-TERM DEBT, exclusive of current maturities, see accompanying statement (Note 9)		$224,848,373
UNREIMBURSED COST OF SERVICE (Note 7)		(9,007,443)
CURRENT LIABILITIES:		
Current maturities of long-term debt	$ 6,898,259	
Notes payable	48,500,000	
Accounts payable	8,830,839	
Accrued liabilities —		
Payroll	223,909	
Interest	1,479,849	
Other	1,874,299	
Unredeemed tickets and tokens	197,896	68,005,051
COMMITMENTS (Note 10)		
DEFERRED CREDITS (Note 3)		7,494,379
GRANTS - UNAMORTIZED PORTION (Note 8):		
Federal grants	$36,544,246	
Boston Redevelopment Authority	4,240,164	40,784,410
		$332,124,770

The accompanying notes are an integral part of these financial statements.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

STATEMENT OF REVENUE AND COST OF SERVICE FOR THE THIRTEEN MONTH PERIOD ENDED NOVEMBER 30, 1969

OPERATING REVENUE:	
Transportation	$63,287,253
Other	924,731
	$64,211,984
OPERATING EXPENSES:	
Transportation service	$49,299,538
Maintenance	18,381,191
Electric power	3,357,406
Depreciation (Note 7)	7,640,347
General and administrative expenses —	
Salaries and wages	5,537,769
Employee pension and insurance benefits (Notes 4 and 6)	11,821,967
Injuries and damages (Note 5)	3,003,016
Other	701,727
	$99,742,961
Operating loss	$35,530,977
OTHER INCOME, including interest of $6,287,395	(6,626,942)
INTEREST EXPENSE, including $8,505,838 on long-term debt	10,095,584
RAILROAD COMMUTER SUBSIDIES, Authority's share of financial assistance to the Boston & Maine and Penn Central railroads (Notes 1 and 2)	1,166,111
Cost of service in excess of revenue	$40,165,730

The accompanying notes are an integral part of these financial statements.

STATEMENT OF UNREIMBURSED COST OF SERVICE FOR THE THIRTEEN MONTH PERIOD ENDED NOVEMBER 30, 1969

BALANCE OCTOBER 31, 1968	$8,451,101
ADD - Cost of service in excess of revenue for the thirteen month period ended November 30, 1969	40,165,730
DEDUCT:	
Cost of service reimbursed by the Commonwealth of Massachusetts to be assessed to the cities and towns constituting the Authority	(30,769,442)
Contract Assistance, portion of the cost of service paid by the Commonwealth of Massachusetts in accordance with a contract for financial assistance between the Authority and the Commonwealth, pursuant to Chapter 563 of the Acts of 1964 and Chapter 147 of the Acts of 1968	(7,778,095)
Cost of service reimbursed by the cities and towns outside the Authority's area	(282,492)
State diesel and gasoline fuel taxes reimbursable to the Authority in accordance with Section 2 of Chapter 563 of the Acts of 1964	(370,997)
Amortization of Federal grants (Note 8)	(408,362)
BALANCE NOVEMBER 30, 1969 (Note 7)	$ 9,007,443

The accompanying notes are an integral part of these financial statements.

STATEMENT OF SOURCE AND DISPOSITION OF FUNDS FOR THE THIRTEEN MONTH PERIOD ENDED NOVEMBR 30, 1969

CASH BALANCE — OCTOBER 31, 1968		**$12,336,409**
FUNDS WERE PROVIDED FROM:		
Commonwealth of Massachusetts- To be assessed to the cities and towns constituting the Massachusetts Bay Transportation Authority- Amount due on the 1968 deficit	$ 2,294,742	
Advance on the 1969 deficit	27,600,000	
Contract assistance in accordance with Section 28 of Chapter 563 of the Acts of 1964	8,512,724	
Contract assistance in accordance with Section 1 of Chapter 728 of the Acts of 1968 and Section 1 of Chapter 578 of the Acts of 1969	4,024,390	
State diesel and gasoline fuel taxes reimbursable to the Authority in accordance with Section 2 of Chapter 563 of the Acts of 1964	339,381	
Federal Grants	27,337,655	
Boston Redevelopment Authority Grants	656,393	
Expenditure of Special Funds	13,346,784	
Proceeds from short-term notes, net of payments	5,000,000	
Increase in deferred credits	388,737	
Other sources	2,505,370	
	$92,006,176	
FUNDS WERE USED FOR:		
Cost of service in excess of revenue	$40,165,730	
Less- Depreciation charges to cost of service which did not require an expendture of funds	(7,640,347)	$32,525,383
Payment of Railroad Commuter Subsidies- Commonwealth of Massachusetts portion	4,631,171	
Purchase of Certificates of Deposits and U.S. Government securities, net of sales	7,826,847	
Payment of long-term debt	7,824,518	
Expenditures related to the expansion and modernization of the transportation system	668,940	
Additions to transportation property, net	43,470,094	
	$96,946,953	
NET DECREASE IN CASH		**(4,940,777)**
CASH BALANCE — NOVEMBER 30, 1969		**$ 7,395,632**

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

STATEMENT OF LONG-TERM DEBT (Note 9)

NOVEMBER 30, 1969

Massachusetts Bay Transportation Authority General Transportation System Bonds, 1967 Series A, dated March 1, 1967, payable in annual installments on March 1 — interest is payable semiannually on March 1 and September 1. The proceeds of the sale of the 1967 Series A Bonds were required to be used for payment of $40,000,000 of Bond Anticipation Notes outstanding and the balance of $70,000,000 to be deposited in the Bond Proceeds accounts. These bonds were issued to provide funds for the following purposes —

Purpose	First Principal Payment	Year of Maturity	Approximate Annual Payment	Average Interest Rate	
Express service transportation facilities	1969	2007	$1,900,000	3.79%	$ 72,125,000
Agreement with railroads	1968	1982	325,000	3.75	4,350,000
Buses and other purposes	1968	1979	325,000	3.75	3,200,000
Local service transportation facilities	1969	2007	50,000	3.79	1,925,000
Captal cost of certain transportation facilities including yards, shops and rolling stock	1969	2007	650,000	3.79	24,575,000
					$106,175,000

Metropolitan Transit Authority Bond, payable in semiannual installments of $500,000 to December, 2020 — Interest payable is the interest payable by the Boston Metropolitan District on their contra debt and refunding issues, which for the thirteen month period ended November 30, 1969 was 2.85% ..... $ 50,918,372

Rapid Transit Bond, payable in annual installments of $536,259 to November, 2024 — interest is the actual interest on the City of Boston Transit Debt less income collected on the City's transit debt sinking funds, which for the thirteen month period ended November 30, 1969 was 3.34% $29,494,260

Equipment Serial Bonds:

Year of Maturity	Approximate Annual Payment	Interest Rate		
1970	$ 16,000	2.00%	$ 16,000	
	130,000	2.40	130,000	$ 146,000
1971	84,000	1.50	$ 168,000	
	139,000	3.10	278,000	446,000
1973	45,000	2.50	$ 180,000	
	90,000	3.50	360,000	540,000
1974	8,000	3.00		36,000
1975	122,000	3.00		720,000
1977	218,000	3.00		1,750,000
1978	206,000	3.00		1,642,000
1981	127,000	1.50		1,524,000
1987	128,000	2.90		2,295,000
1988	131,000	2.90		2,489,000
1993	169,000	3.00	$4,056,000	
	100,000	3.20	2,400,000	6,456,000
	$1,713,000			$18,044,000

Construction Bonds:

2.00%, payable $102,000 per annum to November 21, 1979, and $4,590,000 on November 25, 1979	$ 5,610,000
1.50%, payable $84,333 per annum to March 1, 1981, and $3,781,667 on March 1, 1981	4,793,667
2.10%, payable $22,000 per annum to January 15, 1982, and $990,000 on January 15, 1982	1,276,000
2.75%, payable $47,000 per annum to March 1, 1983, and $2,115,000 on March 1, 1983	2,773,000
2.30%, payable $10,000 per annum to March 1, 1984, and $450,000 on March 1, 1984	600,000
3.00%, payable $55,000 per annum to July 1, 1988, and $2,475,000 on July 1, 1988	3,520,000
3.60%, payable $69,667 per annum to February 1, 1989, and $3,135,000 on February 1, 1989	4,528,333
3.50%, payable $19,000 per annum to September 15, 1990, and $855,000 on September 15, 1990	1,254,000
3.20%, payable $40,000 per annum to April 15, 1993, and $1,800,000 on April 15, 1993	2,760,000
	$ 27,115,000
Less — Current maturities of long-term debt	$231,746,632
Long-term debt	6,898,259
	$224,848,373

The accompanying notes are an integral part of these financial statements.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY NOTES TO FINANCIAL STATEMENTS NOVEMBER 30, 1969

(1) Unamortized Expansion and Modernization Costs

The Authority has deferred certain expenses related to the expansion and modernization of the transportation system. Such costs include the Authority's share, $4,377,083, under the original Railroad Contract Assistance Program for the railroads which have temporarily continued passenger service until such time as permanent alternative facilities have been constructed by the Authority. These costs are being amortized by charges to the cost of service over 15 years which amounted to $352,084 in 1969. In addition, there is included $597,000 of costs not assigned to assets in connection with the acquisition of the Eastern Mass. Railway Company. These costs are being amortized by charges to cost of service over 40 years which amounted to $14,000 in 1969.

The other deferred expenses relating to the expansion and modernization of the transportation system will be amortized by charges to the cost of service, commencing with the completion of the initial project for mass transportation.

(2) Railroad Commuter Subsidies

Under Chapter 24 of the Acts of 1967 and Chapter 728 of the Acts of 1968 as amended by Chapter 578 of the Acts of 1969, the Authority and the Commonwealth of Massachusetts entered into agreements whereby the Commonwealth has agreed to provide 90% of the cost of financing agreements with the railroads to provide service to and from Boston until July 31, 1970, but not to exceed $13,500,000. In accordance with these agreements, the Boston & Maine and Penn Central railroads received financial assistance of $5,445,198 during the thirteen months ending November 30, 1969; $4,631,171 paid by the Commonwealth and $814,027 paid by the Authority.

(3) Relocation of Facilities

In April, 1967, the Authority entered into an agreement with the John Fitzgerald Kennedy Library Incorporated, whereby the Authority would relocate certain transportation facilities in order to convey certain properties to the United States and the Library Corporation.

The Commonwealth of Massachusetts appropriated $6,098,400 to the Authority for the part of the properties conveyed to the United States. In addition, the Authority received $1,330,112 from the Library Corporation for the remaining part of the properties, totaling $7,428,512.

These facilities, having a net book value of $709,807, have been retired. The amount received in excess of net book value ($6,718,705) has been included in deferred credits to be offset against the cost of relocation.

In December, 1969, the Authority paid $7,000,000 for a parcel of property to be used to replace the facilities conveyed in 1967.

(4) Pension

The Authority has agreed to provide retirement benefits to emlpoyees through a contributory pension plan which requires the payment by the Authority of an amount not less than 11⅞% of the total payroll of employees who are members of the plan but, in any event, sufficient to provide for the current costs of the plan and interest on unfunded past service costs net of members' contributions. The total pension costs for the thirteen months ended November 30, 1969 was $7,850,000 which includes interest on unfunded past service costs but does not include amortization of the unfunded past service costs. The Authority is not legally obligated, under the agreement, to fund the actuarial cost of future benefits to present and retired employees based on past service costs. As of November 30, 1969, such unfunded costs approximated $73,000,000. The actuarially computed value of the vested benefits of the plan as of November 30, 1969, exceeded the pension fund assets by approximately $25,000,000.

(5) Injuries and Damages

The Authority is a self-insurer on claims for injuries and damages to the extent of $100,000 per accident. Insurance coverage is carried on claims in excess of that amount up to a maximum limit of $15,100,000 per accident. The Authority accounts for injuries and damages by charges to operating expenses as payments are made. The estimated liability for injury and damage claims not provided for at November 30, 1969, amounts to approximately $5,700,000.

(6) Workmen's Compensation Insurance

Effective May 1, 1965, the Authority became a self-insurer on workmen's compensation claims under the workmen's compensation laws of the Commonwealth of Massachusetts to the extent of $50,000 per occurrence. Insurance coverage is carried on each occurrence in excess of that amount up to a maximum limit of $1,050,000 per occurrence. The Authority accounts for these claims by charges to operating expenses as payments are made. The estimated liability for workmen's compensation claims not provided for at November 30, 1969 amounts to approximately $800,000.

Prior to May 1, 1965, the Authority was insured for workmen's compensation claims by an affiliate, The Transit Mutual Insurance Company. Transit Mutual's reserve for workmen's compensation claims as of May 1, 1965 has been carried over in the accounts of the Authority. The Authority charges payment of claims incurred prior to May 1, 1965 to this reserve.

(7) Unreimbursed Cost of Service

The legislative act under which the Massachusetts Bay Transportation Authority was established provides, among other things, that the Commonwealth of Massachusetts shall reimburse the Authority for the net cost of service. The amounts reimbursed are then assessed to the 79 cities and towns constituting the Authority. The net cost of service includes a charge for depreciation equal to the payments on long-term debt during the period.

The Authority provides for depreciation by following the generally accepted method of amortizing the cost of property over its estima remaining useful life In the current thirtee month period the Authority provided $7,640,34 for depreciation of which $6,675,643 represe payments on long-term debt. The balance $964,704 has been charged to the unreimburs cost of service which will be recovered future years when payments on long-term de exceed depreciation computed on the estima remaining useful life of the property.

(8) Grants

Under the Urban Mass Transportation Ac 1964, the Department of Transportation approved for the Authority grants aggre ing $109,000,000. The Authority has rece $37,322,173 of this amount. These funds h been used by the Authority to purchase n buses and to modernize and expand m transportation facilities.

Under an agreement between the Boston R development Authority and the Massachus Bay Transportation Authority, the BRA a approved grants aggregating $12,000,000 in c nection with the expansion of mass transp tation facilities. The Massachusetts Bay Tran portation Authority has incurred costs tota $4,240,163 related to this agreement

The grants are carried as a deferred credit will be amortized over the life of the asse an offset to the applicable depreciation e pense. In the current thirteen month perio $408,362 of amortization has been credited the unreimbursed cost of service.

(9) Long-Term Debt

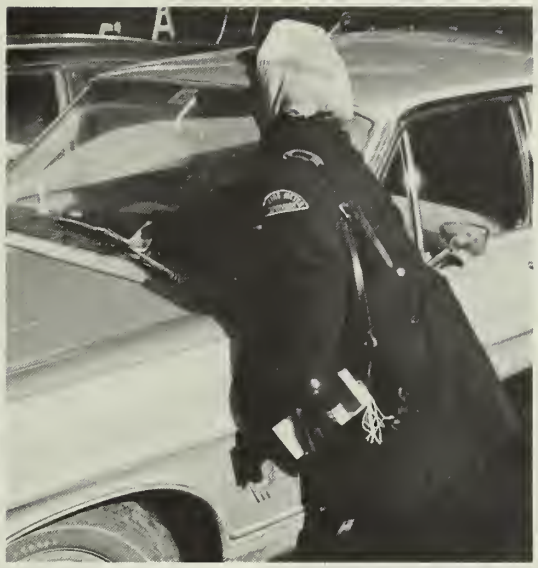
The legislative act under which the Massa setts Bay Transportation Authority was e lished provides, among other things, if at time any principal or interest is due on bond or note issued or assumed by the thority and funds to pay the same are available, the Commonwealth of Massachu shall thereupon pay over to the Authority amount required to meet such obligations

(10) Construction Program

The Authority's program for mass transp tion within the area constituting the Auth as approved by the Authority's Advisory B in 1966, is estimated at $359,000,000. Finan requirements of the program are expected to b met through the issuance of $225,000,000 long-term debt securities. The legislative authorizing the issuance of debt securities ca for participation by the Commonwealth Massachusetts in the payment of principa interest on $145,000,000 of that amount to extent of 90% for express service projects 50% for local service projects or assis to private carriers. The remaining financing quirements are expected to be met thro Federal transit aid, Federal urban renewal and relocation cost reimbursements.

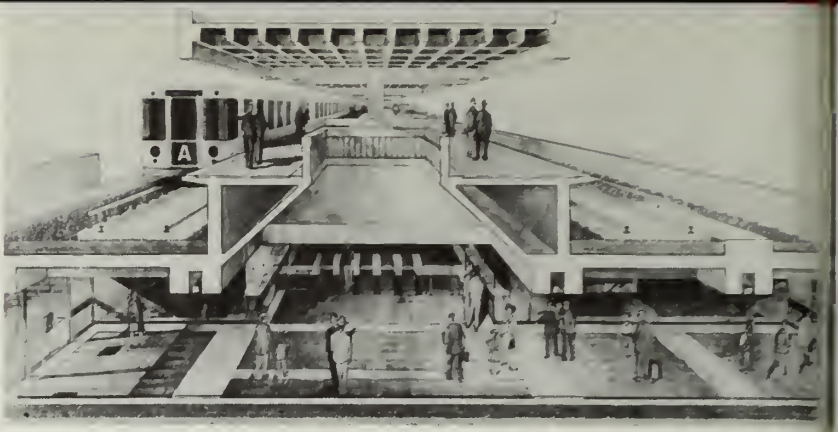
Expenditures in the program through Nove 30, 1969, have been financed through the suance of $110,000,000 of Massachusetts Transportation Authority General Transpor System Bonds, Federal transit aid funds, funds from the Boston Redevelopment thority.

As of November 30, 1969, the Authority entered into purchase commitments amou to approximately $66,000,000.

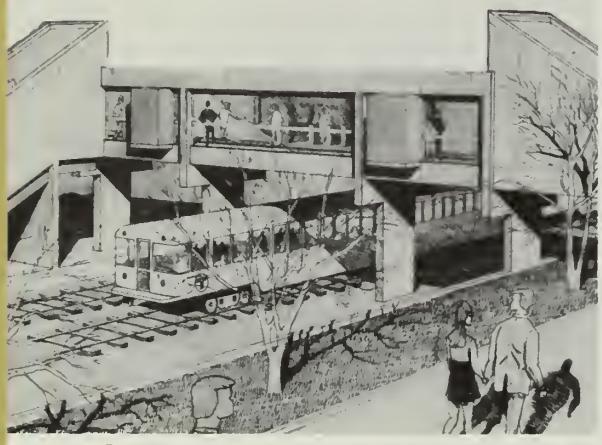


FREQUENTLY
LIEVE CONGESTION

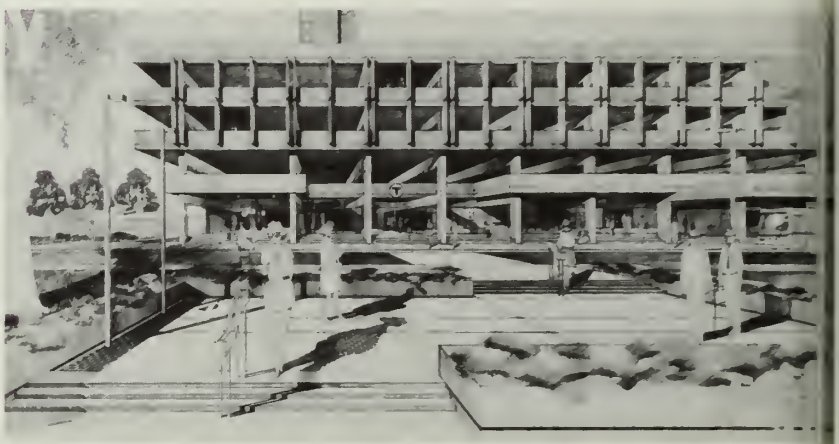
SOUTH SHORE EXTENSION



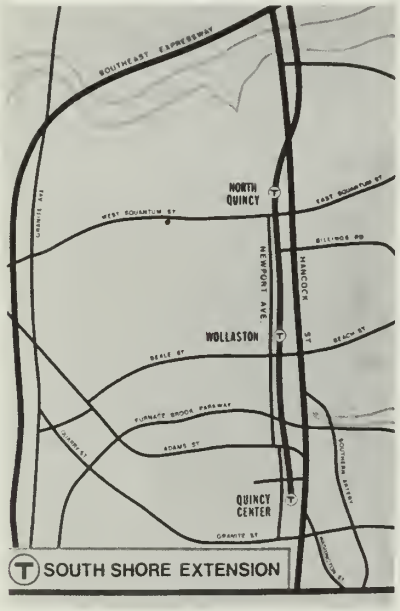
Wollaston

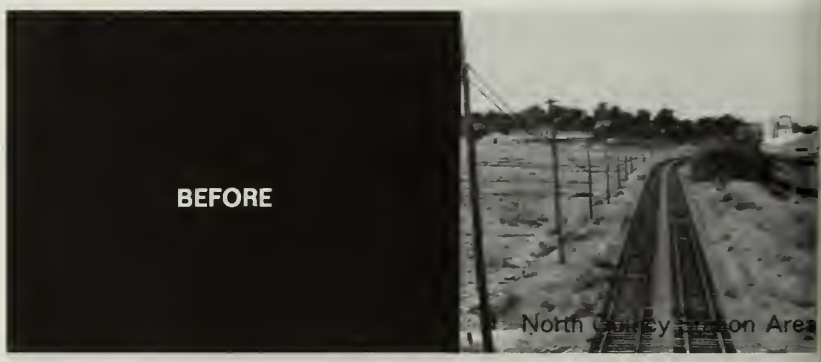


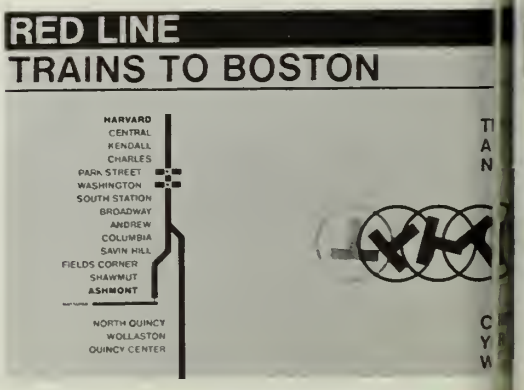
North Quincy



Quincy Center







ACTION •••

Review of Dover Street Yard Project

Revision of Program for Mass Transportation

U.S. Department of Labor on-thejob training program

California Legislators tour Haymarket North Project

Bus Study Task Force

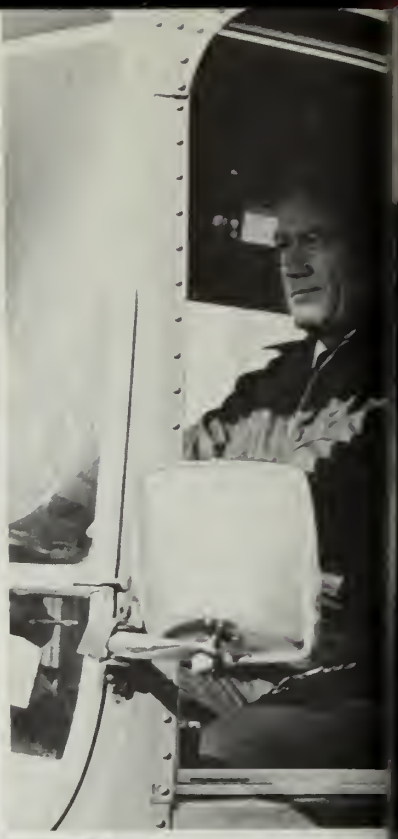
Boston Public School Essay Contest

Computerized Safety Program

Briefing

South Cove Project manager speaks before civic group

OPERATIONS



STATION MODERNIZATION

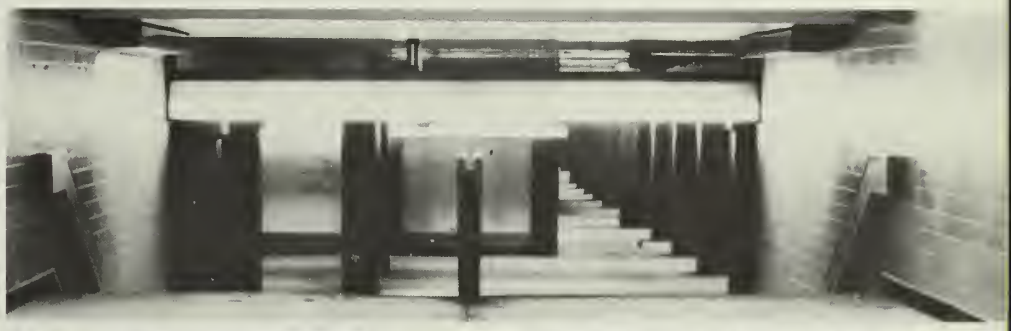
GOVERNMENT CENTER GREEN:

Demolition of the existing entrance stair and reconstruction of that stair to provide better passenger entrance. Installation of a new 32″ reversible escalator to aid in moving passengers in and out of the station. Construction of a brick stair tower surrounding the new stair and escalator complex utilizing the same brick as the City Hall. This arrangement has been used as a unifying decision to relate to the brick and concrete arrangements which are found in the Government Center Plaza and in the new City Hall.

New ceramic tile, new hung ceiling, demolition of existing D. C. lighting and installation of new A. C. lighting, new porcelain enamel maps, station identity bands, murals, and information panels. New news and concession stands. New maple benches and new stair well protection, and painting.

GOVERNMENT CENTER BLUE:

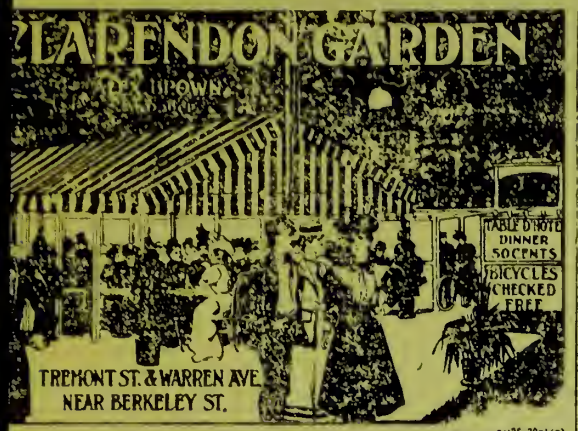
Demolition of existing D.C. lighting and installation of new A.C. power and lighting fixtures. New ceramic tile on the outbound platform walls. New porcelain enamel maps, murals and identification bands. New porcelain enamel end wall utilizing the standard color of red and orange on the inbound wall; blue and green on the outbound wall. Removal of the existing concession stand and newsstand. Construction of a new newsstand. Miscellaneous masonry, plastering, and painting.



HORSE CAR - 1856
WOODEN ELEVATED CAR - 1902
8 BENCH OPEN CAR - 1910
ONE MAN BIRNEY CAR - 1920
TRACKLESS TROLLEY - 1952
DIESEL BUS 1956

Boston Evening Record. 6:3

XXVI. NO 153. WEDNESDAY SEPTEMBER 1 1897.



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ITH IS HOMESICK,

Will Come Back From Europe to on to Do Time.

s Sick of His Share in the Haverhill le Case.

dermen Cate and Ham, and Sa- ers Kimball and McDonald, all ul, were convicted of conspiracy the city, bribery and other al- es, and were at last marched off jail, most people thought the closed because Aldermen Ta- d to Canada and E. M. Smith, a holesale liquor drummer, had fled

whole thing had apparently just ut of pueblic notice when Tilton's ess got the letter of him and he k to serve his sentence.

s there will be another side to police and political circles on th is coming back to serve out The Record has this report on of authority and so ex ssive s hat the man's own relatives and oyers know nothing whatever

at the meeting of the board of April 23 1896 that the mis-hief the great secret brewing going t that meeting Aldermen Bloo t, Cate, Cox, and Packham were the question of licensing wes

Cates suggested that the matter ed and that another murder, then started

The scandal grew to such proportions that the leading men felt called upon to defend the name of the city, and the dis trict attorney decided to act.

The grand jury got the case May 9, and May 22 rendered indictments against Cate, Tilton, Ham, Hoyt, Kimball, McDonald, and Smith. The last three were liquor dealers, who had been connected with the four aldermen.

The evidence was too overwhelming against Cate, Ham and Tilton, and when the trial came on they pleaded guilty. Evidence against the rest, and most of it over was sent for to-day. The four aldermen were sentenced to 15 months in jail each, and the three liquor men, not the each, sentence was not exceeded in Hoyt's case.

Cates, one of the three Smith and Kimball were wanted to bear their sentence. They were missing, and a general search failed to discover them. It was afterwards learned that Kimball had gone to Canada, and that Smith was in Europe.

The other three went the next day to the station-house and gave up to the sheriff. They were released on bail until the following March, when the supreme court overruled their exceptions and upheld the fine.

They went to bail at 50 on. A month or two afterwards Kent all found the way to this city and came back to observe the formalities of old forgotten days. They had been cleared of the batch last summer.

HE WAS DISCREET.

Meanwhile Smith held discretion in greater esteem than valor and stayed abroad. He lived a time in London, did

FOSS TELLS

Why He Threatened to Cut

Heart Out of Any One Who Laid Hands on His Child.

The case of R. S. Foss of 164 Trull st., Somerville, charged with threatening Mrs. Rose Goguen on Aug. 16, injury being alleged to have been done her on account of these threats, was tried before Judge Story in the Somerville police court this morning.

He was put under $500 bonds for six months to keep the peace.

Mr. Foss is employed by the B. & M. road as night yardmaster in charge of the freight yard of the Southern division in Boston.

Mrs. Goguen complained that on Aug. 16, on account of alleged ill-treatment of her part of his daughter, aged 7. Mr. Foss came to her house and called her to the door told her that he would "cut the heart out of her or any person who dared lay hands on his child."

Mr. Foss admitted making the threat and sought to justify his action.

MRS. GOGUEN'S STORY.

Mrs Goguen was the first person placed on the stand.

She said: "Mr. Foss came to my house, 12 Trull st. about 12.15 p. m. on Aug. 16, rang the bell and I went to the door. He said 'I want you to let my child alone.'

"I said, 'I haven't touched your child.'

"He said 'I will cut the heart out of any person who dares lay hands on my child.' I asked him if he meant to threaten me.'

"Foss replied, 'Yes' if you choose to consider it so. I will use you as I would a man.'

"I ordered Foss to leave my yard.

"He went away but we had some talk after he reached his back porch, the two houses being near together."

She was asked: "What was your condition after Mr. Foss left you?"

"I was greatly frightened and was unable to go into the house for several minutes."

"After you went in what did you do?"

AN ATTACK OF HYSTERIA.

"I had an attack of hysteria, and felt that I was going to die."

"Did you lose sleep that night?"

"Yes. I was unable to sleep. The fear was present that some one was coming to kill me."

"Does that fear still exist?"

"The fear is not as strong now."

Toni Goguen, husband of the plaintiff, said that he was a mason and on Aug. 16 was working on Broadway ave.

On going home he found his wife crying and in a very weak condition.

Dr. A. W. Foss, the Goguens physician, testified as to Mrs. Goguen's weak condition.

MR. FOSS' STORY.

R. S. Foss then took the stand in his defense.

He said that he had been employed as night yard master for the B. & M. road for five years.

Questioned by Lawyer Hunt as to how long he had known Mrs. Goguen, he said about three years.

"What have you to say about the occurrence of Aug. 16?"

A out 12.15 a.m. my wife called my attention to a racket in the street in front of

SUBWAY IS WIDE OPEN.

Conductor Trufant's First Car Was Jammed With Passengers.

Estimated That 75,000 People Rode Through Before Noon.

The completed section of the subway, extending from the Public Garden to Park st. is open for regular passenger traffic, and nearly all electric cars down Boylston st. with their terminus at Park st. are running on their regular line through the great tunnel.

The would-be passenger will find his car, which he has been accustomed to take from the Old Granary, at the foot of the great staircase at the Park st. end of the Common mall.

There were no formalities attending the opening of the subway to public travel, unless plenty of noise and a modest dis-

LATE RECO EXT 6:3

THE WEA

IN BOSTON TO

Time.	Ther. Deg.	Weathe
9 A.M.	70	Clear; wind
10 A.M.	71	Clear; wind
12 M.	78	Clear; wind
1 P.M.	78	Clear; wind
2 P.M.	82	Clear; wind

Local forecast—Fair ton day morning, probably fol ers, west to northwest wi

Fair, followed by increa and probably showers Th westerly to westerly winds

Sun rises.....
Sun sets.....
Moon sets.....
High water, 10 ft.....
High water, 10 ft. 4 in.....

HOPKI

The Beginnin Anti-Walker

Worcester W Up For Next

Hopkins and to Run For C

Worcester, Sept. 1.—Cha er was in town last eveni While he was here he with his points in connexion t ty to discuss.

"My positions as Wor that it is not right to s your town nomination